

EXECUTIVE SECRETARIAT

1999 DEC 13 AM 11:27

NATIONAL HIGHWAY
TRAFFIC SAFETY ADM.

PACCAR

Law Department

December 1, 1999

RECEIVED

99 DEC 14 AM 9:12

OFFICE
DEFECTS INVESTIGATION

99V-303

Director
National Highway Traffic
Safety Administration
400 Seventh Street, S.W.
Washington, D.C. 20590

RE: Federal Recall Campaign (PACCAR Number 99KW4)
Chassis Built with Dana Aluminum Steering Drivelines
on Certain T600, T800, & T300 Models built between August 1, 1999
and November 1, 1999.

Dear Sir:

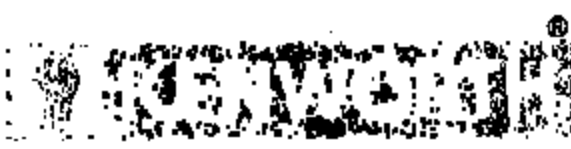
Enclosed is there (3) copies of notification letters which were mailed by Kenworth Truck Company to its dealers/service managers on November 19, 1999 and mailed to customers on November 19, 1999.

Very truly yours,


Kenneth R. Brownstein
Senior Counsel

KRB:mab
99KW4-Dtr.doc

7356



DEPT: CUSTOMER SERVICE
CATEGORY: Product Recall
TITLE: Campaign 99KW4
Dana Alum. Strg. Driveline
NUMBER: C-E-091A PG: 1 OF 2
DATE: 11/19/99
VALID UNTIL: Superseded

A Division of PACCAR

*Please discard original C-E-091 and replace with this bulletin.

FEDERAL RECALL CAMPAIGN 99KW4

CHASSIS BUILT WITH DANA ALUMINUM STEERING DRIVELINES

**ON CERTAIN T600, T800 & T300 MODELS BUILT BETWEEN AUGUST 1, 1999
AND NOVEMBER 1, 1999**

Kenworth Truck Company has determined that a defect which relates to motor vehicle safety exists in T600, T800, and T300 Kenworth truck models built between August 1, 1999 and November 1, 1999. A total of 2,989 United States and 673 Canadian vehicles are involved in the campaign. The chassis list sorted by dealer and customer letter is attached. The DWC and SIR online systems indicate chassis involved in this recall with the designator "99KW4" in the "Campaign" field.

SITUATION

In August 1999, Kenworth incorporated the Dana aluminum steering driveline on the T600, T800, and T300 models. Kenworth recently discovered that the driveline installation in these models exceeds Dana recommendation of 35 degrees on the U-joint angle. By exceeding this specification, there is a potential that the U-joint may contact the aluminum steering driveline. This contact may result in a notch in the aluminum driveline, which would result in a stress riser in the shaft. This notch may cause premature failure of the steering driveline, which would result in loss of vehicle control and/or vehicle crash without prior warning.

RESOLUTION

Kenworth Truck Company is initiating a recall to change out all of the Dana aluminum steering drivelines on the above models to the steel version. (See page 2 for changeout instructions.)

PARTS:

ALUMINUM	STEEL	APPLICATION	QUICK CLAIM NO.
006ST44002-1	916657-17SX	T800	99K4A
006ST44002-3	916657-63SX	T6/T8	99K4B
006ST44002-5	916657-177SX	T8SH	99K4C
006ST44002-7	916657-94SX	T8SH	99K4D
006ST44003-3	916657-91SX	T300	99K4E
Inspect OK - Already changed at factory.			99K4F

WARRANTY

Submit a DWC Quick Claim per list above for changing out aluminum drivelines at 0.5 hrs. labor. Take-off parts are to be scrapped and not to be reused.

TRANSMITTAL/HANDLING INSTRUCTIONS

RETAIN:

<input type="checkbox"/> Dealer Principal	<input checked="" type="checkbox"/> Service Manager
<input type="checkbox"/> Truck Manager	<input checked="" type="checkbox"/> Warranty Manager
<input type="checkbox"/> Parts Manager	<input type="checkbox"/> Other

Superseded#: C-E-091 Dated: 11/12/99
Questions? Call: Recall Specialist
(425) 828-5418

PACCAR Corporate
Attn: Ken Brownstein (C-E Only)
Bellevue, WA

3820
2

Aluminum Steering Driveline Removal and Replacement Procedure

Removal: (Aluminum Steering driveline)

1. Mark the steering wheel location I relationship to steering column shroud!
2. Fix the steering wheel so that it does not turn once the steering driveline is removed. **NOTE:** This is very important, particularly on trucks equipped with a clockspring!
3. Loosen and remove the bolt from the yoke on the steering gear input shaft end of the steering driveline.
4. Loosen and remove the bolt from the yoke on the steering driveline spline end of the steering driveline.
5. With a punch or screwdriver spread the yoke on each end of the driveline.
6. Slide the yoke off the steering gear input shaft and the steering driveline spline.

Installation: (Steel Steering Driveline)

1. Place the yoke of the smaller diameter end of the steering driveline onto steering gear-input shaft.
2. Insert the bolt through the yoke making sure that the bolt is in-line with the groove in the steering gear input shaft. The steering driveline can only be installed one way. Tighten the bolt to 55-65 lb-ft.
3. Place the yoke on the opposite end of the steering driveline onto the steering driveline spline.
4. Insert the bolt through the yoke making sure the bolt is in-line with the groove in the steering driveline spline. Tighten the bolt to 55-65 lb-ft.

Check steering wheel alignment. It should not have changed.

NOTE: You may run across some chassis that were changed to steel drivelines at the factory. In that case, turn in a quick claim 99K4F claim for inspect okay.

November 19, 1999

Dear Sir/Madam,

This notice is sent to you in accordance with the requirements of the National Traffic and Motor Vehicle Safety Act.

Kenworth Truck Company has determined that a defect which relates to motor vehicle safety exists in Kenworth trucks built with Dana aluminum steering drivelines. Your truck was built with a Dana aluminum steering driveline.

In August 1999, Kenworth incorporated the Dana aluminum steering driveline on the T600, T800, and T300 models. Kenworth recently discovered that the driveline installation in these models exceeds Dana recommendation of 35 degrees on the U-joint angle. By exceeding this specification, there is a potential that the U-joint may contact the aluminum steering driveline. This contact may result in a notch in the aluminum driveline, which would result in a stress riser in the shaft. This notch may cause premature failure of the steering driveline, which would result in loss of vehicle control and/or vehicle crash without prior warning.

Kenworth has initiated a recall campaign to correct this condition. As of the date of this letter, Kenworth urges you to immediately contact your nearest authorized Kenworth dealer to have the aluminum steering driveline replaced with a steel version. This work will take approximately thirty minutes and will be performed at no charge to you.

If you require further information about this recall or experience any difficulty in making arrangements for the inspection or correction, please contact: Kenworth Truck Company, P.O. Box 1000, Kirkland, WA 98083-1000; Attn: Customer Service Department.

If you conclude that Kenworth Truck Company has not enabled you to remedy this defect in reasonable time and without charge, you may submit a complaint to: Administrator for Enforcement, National Highway Traffic Safety Administration, 400 Seventh Street, S.W., Washington, DC 20590, or call the toll free auto safety hotline at 1-800-424-9393. Washington DC areas residents may call 366-0123.

If you no longer own this truck, we would appreciate your advising us of the new owner if the name is known to you. The enclosed card may be used for this purpose. Kenworth would appreciate the return of the additional pre-paid postcard if the work has been performed at a Caterpillar dealer.

We regret any inconvenience this may cause. We are convinced that it is essential to the safe operation of your truck.

Sincerely,

Morten Hopland
National Warranty Manager

November 19, 1999

Dear Sir/Madam,

This notice is sent to you in accordance with the requirements of the Canada Motor Vehicle Safety Act.

Kenworth Truck Company has determined that a defect which relates to motor vehicle safety exists in Kenworth trucks built with Dana aluminum steering drivelines. Your truck was built with a Dana aluminum steering driveline.

In August 1999, Kenworth incorporated the Dana aluminum steering driveline on the T600, T800, and T300 models. Kenworth recently discovered that the driveline installation in these models exceeds Dana recommendation of 35 degrees on the U-joint angle. By exceeding this specification, there is a potential that the U-joint may contact the aluminum steering driveline. This contact may result in a notch in the aluminum driveline, which would result in a stress riser in the shaft. This notch may cause premature failure of the steering driveline, which would result in loss of vehicle control and/or vehicle crash without prior warning.

Kenworth has initiated a recall campaign to correct this condition. As of the date of this letter, Kenworth urges you to immediately contact your nearest authorized Kenworth dealer to have the aluminum steering driveline changed out to a steel version. This work will take approximately thirty minutes and will be performed at no charge to you.

If you require further information about this recall or experience any difficulty in making arrangements for the inspection or correction, please contact: Kenworth Truck Company, P.O. Box 1000, Kirkland, WA 98033-9923; Attn: Customer Service Department.

If you conclude that Kenworth Truck Company has not enabled you to remedy this defect in reasonable time or without charge, you may submit a complaint to: Director, Vehicle Safety and Energy Operations, Road Safety and Motor Vehicle Regulation, Transport Canada, Ottawa, Ontario K1A 0N5.

If you no longer own this truck, we would appreciate your advising us of the new owner if the name is known to you. The enclosed card may be used for this purpose.

We regret any inconvenience that this may cause. We are convinced that it is essential to the safe operation of your truck.

Sincerely,

Morten Hopland
National Warranty Manager